

DATE 0146Z 05 DEC 64

S E C R E T

O/Tech

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25X1A

TO

FROM

ACTION

INFO

TOR 0435Z 05 DEC 64

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ROUTINE

25X1A

IN 61055

25X1A

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TO

INFO

DATE

1. FEW NAR 616 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

2. [REDACTED] FROM 25X1A SERVICE.

3. ARTICLE 130 MADE GO NO 58 ON 3 DECEMBER. PURPOSE: DATE COLLECTION-MANGAL SPIKE. DURATION 1:25, MAX. ALT: 74M, MAX. MN: 2.95, TOGW: 116K. NO ENGINE PROBLEMS REPORTED.

4. ARTICLE 132 ENGINES 252LM AND 246 RH REINSTATED FOLLOWING ARTICLE INLET REPAIR. SCHEDULED FOR FLIGHT 4 DECEMBER.

5. ARTICLE 131 MADE GO NO 26 ON 3 DECEMBER. MAX ALT 80M, MAX MN 2.92, DURATION 1:11, TOGW 111K, PURPOSE SYSTEM G TEST. PILOT COMMENTED THAT THE RH A/B WAS SLOW TO LIGHT ON THE GROUND AND DURING FLIGHT. HAD SOME LH OIL PRESSURE FLUCTUATION AFTER HEAT SOAK.

6. ARTICLE 129 MADE GO NO 76 ON 3 DECEMBER. MAX ALT 77M, MAX MN 3.1, DURATION: 3:06, TOGW 100K. PURPOSE: MAX. A/B CLIMB WITH FULL FUEL LOADS. MADE AAR AND FUELED TO 65K AND BEGAN

USAF review(s)  
completed.

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ACCELERATION TO MAX MN. CRUISED AT 3.0 MN. FOR 15 MINUTES THEN REJOINED TANKER FOR SECOND AAR, BUT WAS UNABLE TO ACCOMPLISH AAR DUE TO BINDING LH THROTTLE, AND TANKER PROBLEMS, MADE ANOTHER ACCELERATION AND RETURNED TO BASE. LH THROTTLE STILL BINDING, AND WAS HARD TO MOVE AFTER LANDING. NO OTHER ENGINE PROBLEMS.

7. ARTICLE 127 ABORTED FLIGHT 3 DECEMBER DUE LH NOZZLE INSTABILITY. DURING PRE-TAKE OFF ENGINE TRIM CHECK, L/H (228) A/B LIT WHEN P/L WAS ADVANCED TO MIL POSITION. IN ADDITION SURGE WAS ENCOUNTERED DURING ENGINE UPTRIM. AFTER TRIM TARGET REACHED PILOT REPORTED 5 PERCENT NOZZLE FLUX ACCOMPANIED BY OSCILLATION IN OTHER ENGINE INSTRUMENTS SO FLIGHT WAS ABORTED. THROTTLE WAS RERIGGED TO CORRECT A/B LIGHTS IN MIL POSITION AND SUBSEQUENT GROUND RUN RESULTED IN SATISFACTORY ENGINE OPERATION.

8. ARTICLE 122 MADE GO NO 81 ON 3 DECEMBER. TOGW 102K, MAX ALT 78M, MAX MN 3:07, DURATION :58 MIN. PURPOSE: 3.0 MN CRUISE AND R.H. ENGINE AIRSTART. CRUISED AT 3.0 PLUS MN FOR SIX MINUTES. DECELERATED AT MILITARY THRUST, 350 KEAS TO 2.0 MN. THEN RIGHT ENGINE WAS SHUT DOWN, AS ENGINE RPM DECREASED INLET BURBLING WAS ENCOUNTERED. BURBLING SMOOTHED OUT AT 1.4 MN AND ENGINE WAS RESTARTED. AT .8M, ARTICLE WAS TURNED AROUND FOR GO 82.

9. ARTICLE 122 MADE GO NO 82 ON 3 DECEMBER. TOGW 82K. MAX MN 3.22, AX ALT 80.5M, DURATION 1:48. PURPOSE: CHECK AIR TO AIR REFUELING SYSTEM, ACCELERATE FROM .9 TO 3.22 MN AT 350 KEAS AND AIRSTART RIGHT ENGINE. ACCELERATED TO 3.22 MN AND CRUISED THERE FOR SIX MINUTES. ALSO MADE TANKER HOOK-UP BUT DID NOT SHUT DOWN RIGHT ENGINE DUE TO WEATHER CONDITIONS. NO ENGINE PROBLEMS.

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10. ARTICLE 124 COMPLETED FLT 272 ON 3 DECEMBER. (FAMILIARIZATION) MAX ALT 31M, MAX MN .8. DURATION 2:10. NO ENGINE PROBLEMS.

11. ARTICLE 134 MADE GO NO 4 ON 4 DECEMBER. TOGW 113K, MAX ALT 75M, MAX MN 2.67, DURATION 1:09, TIME ABOVE MACH 2 WAS 30 MIN, TIME ABOVE 2.6 MN WAS 25 MIN. CLIMBER AT 400 KNOTS THEN ACCELERATED TO 2.6 MN AND CRUISED THERE FOR 25 MINUTES. DECELERATED AND LANDED WITHOUT USING THE DRAG CHUTE. NO ENGINE PROBLEMS WERE ENCOUNTERED.

12. ARTICLE 132 COMPLETED FLIGHT 23.4 DECEMBER. (F/C/F)

TOGW 95M. MAX ALT. 80M, MAX MN 2.93, DURATION 1:10. PRE TAKEOFF MIL P/L POS. TRIM TARGET 778 C BOTH SIDES AT 43F OAT. PRE TRIM OBS EGT L/H 740 AND R/H 740. UPTRIMMED L/H TO 774 AND R/H TO 776. MUCH INFLIGHT TRIMMING. PILOT COMMENTED THAT ACCELERATION OF THIS ARTICLE WAS VERY GOOD. AT MAX MN AND ALT PILOT RETARDED BOTH P/L'S FROM A/B TO MIL, THEN BACK TO A/B. L/H A/B LIT OK BUT R/H REQUIRED 2ND P/L CYCLE BEFORE A/B LIGHT ACHIEVED. HAD L/H AD DURING MIL DECEL AT MN 2.7 WITH OK RESTART WHEN SPIKE ADVANCED. HAD 2ND AD ON L/H WHEN SPIKE PUT IN AUTO AT MN 2.86.

13. ARTICLE 129 MADE GO NO 77 ON 4 DECEMBER. TOGW 77.5K, MAX MN .91, MAX ALT 33M, DURATION 38M MIN. PURPOSE: LIGHT TAKE OFF WEIGHT FOR AIR TO AIR REFUELLING AND ACCELERATE TO 3.5 MN. HOOKED UP WITH TANKER BUT FUEL WOULD NOT FLOW FROM TANKER TO ARTICLE. MADE EMERGENCY BOOM LATCH BUT FUEL STILL WOULD NOT TRANSFER. DUE TO LOW FUEL QUANTITY FLIGHT WAS TERMINATED. NO ENGINE PROBLEMS.

END OF MESSAGE

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